

ADDENDA/ERRATA 1

Survival Factors Group Chairman's
Factual Report of Investigation

December 30, 2009

A. **Accident** : **DCA09MA021**

 LOCATION : Denver, Colorado

 DATE : December 20, 2008

 TIME : 1818 Mountain Standard Time

 AIRCRAFT : Boeing 737-500, N18611

 OPERATOR : Continental Airlines, flight 1404

Changes appear in bold italics.

Page 1:

C. **Summary**

On December 20, 2008, at 1818 mountain standard time, Continental flight 1404, a Boeing 737-500 (registration N18611), equipped with CFM56-3B1 engines, departed the left side of runway 34R during takeoff from Denver International Airport (DEN). The scheduled, domestic passenger flight, operated under the provisions of Title 14 CFR Part 121, was enroute to George Bush Intercontinental Airport (IAH), Houston, Texas. One of the five crewmembers was seriously injured, and five of the 110 passengers were seriously injured. There were ***41*** minor injuries, and no fatalities. The airplane was substantially damaged and experienced post-crash fire. The weather observation in effect at the time of the accident was reported to be winds at 290 and 24 knots with gusts to 32 knots, visibility of 10 miles, a few clouds at 4000 feet and scattered clouds at 10,000 feet. The temperature was reported as -4 degrees Celsius.

Page 28:

3.1 Injury Table

Entries in the Injury Table were compiled from medical records and self-reported injuries from passenger questionnaires.

Injuries	Flight Crew	Cabin Crew	Passengers	Other	Total
Fatal	0	0	0	0	0
Serious	1	0	5	0	6
Minor	1	2	38	0	41
None	0	1	67	0	68
Total	2	3	110	0	115

Page 29, paragraph 2:

Runway 34R was inspected by airport operations prior to and immediately after the accident. An airfield inspection was conducted at 1025 MST and then an inspection of runway 34R, post-accident, was conducted at 1821 MST. The runway surface was reported as bare and dry. Approximately 1-6 inches of patchy snow was on the shoulders of the runway and in the safety areas. Airport operations conducted a runway friction test at **1821** MST and the recorded test results showed *mu* values exceeding 1.0, indicating a normal/good surface condition.

According to ARFF crew statements, truck Red 4, responding from ARFF Station 4, adjacent to the accident site, initially headed west on Taxiway WC, enroute to Taxiway WB, via Taxiway Delta. They heard a radio call to the Airport Operations (Ops) channel that said the accident was at Runway 34R at Taxiway WC. Red 4 made a U-turn and headed east on WC. At the intersection of 34R and Taxiway WC, they did not see smoke, fire, or Ops 7. They heard Red 1 say that he was on the scene and “it was a small aircraft.” Red 4 drove south on Runway 34R, and heard another radio call from “Ops 7 or Red Chief” that the crash was at WC, and saw the ARFF trucks driving north on Runway 34R. Red 4 let the trucks pass, and then made a U-turn on the runway, before heading north to the crash site. Additional ARFF crewmember and DEN Airport Operations statements are in Attachment 2.

During the emergency response to the accident, DEN continued air carrier operations on the east side of the airfield. Three ARFF trucks carrying 8,000 gallons of water and commensurate quantities of aqueous film-forming foam (AFFF), and crew, were available for deployment throughout the event. These quantities of trucks and agent meet the FAA requirements for ARFF Index E capability.